Strategic Plan

2006-2010

Year 1 Update

Year 1 Update

This document provides updates to the Michigan TRCC Strategic Plan, submitted to NHTSA on June 15th, 2006 and approved by NHTSA on September 13, 2006. Included in the document will be updates to:

- Current projects/activities
- Benchmarks
- Future projects/activities

- Completed projects/activities are reflected in grey
- Updates to projects/activities are reflected in the Year 1 Update section for each project/activity
- New projects/activities are reflected in the New Project/activity section for each emphasis areas

General Information

Emphasis Areas

Priorities

Appendix

General Information

Year 1 Update

Traffic Records Coordinating Committee (TRCC)

In Michigan, the traffic data systems that make up a comprehensive traffic records system are located in multiple state departments. It is essential, therefore, that the operation and management of these systems are coordinated to ensure that the crash data is accessible, timely, accurate, complete, uniform and integrated for all users within the State.

Prior to 1994, coordination of these systems took place through an interagency work group that met every other month. In 1994, this work group was absorbed into the Michigan Traffic Safety Management System becoming the Data Action Team (DAT), one of thirteen action teams created within this system. Membership within the DAT expanded to include traffic safety data users from across the state. This expansion changed the role of the DAT from strategic to operational. Recognizing the need to continue coordination of these data systems at a strategic level, an executive level group continued to meet separate from the DAT. These two groups were combined to create Michigan's Traffic Records Coordinating Committee.

In 2002, the Michigan State Safety Commission and the Michigan Traffic Safety Management System were combined to create the Governors Traffic Safety Advisory Commission (GTSAC). The Traffic Records Coordinating Committee continues to serve as an action team within the GTSAC structure and has responsibility for addressing traffic crash record issues within the state.

In Michigan, TRCC membership is made up of any group, agency or individual who has an interest in, and can provide to other members, a perspective needed to improve the quality, timeliness and availability of traffic records. While MOU's exist between member agencies, TRCC membership is voluntary and can be subject to change at any point. The TRCC has no authority to set policy, establish rules, or otherwise impose its authority on any group, agency or individual. Work groups and technical committees are established based on current projects, activities and/or issues at hand. The TRCC currently meets on an 'as needed' basis, but a more formal meeting structure has been proposed and is under consideration.

Within the TRCC is an Executive Committee that provides leadership to the larger, full TRCC. The Chair of the TRCC is also a member of the Executive Committee and is rotated among the Executive Committee membership on an annual basis. The TRCC Chair keeps the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings. The Executive Committee is comprised of a representative from the Michigan Department of State Police, Michigan Department of State, Michigan Department of Transportation, Michigan Department of Community Health, Michigan State Courts Administration Office and the Michigan Office of Highway Safety Planning.

The TRCC Charter can be found in the Appendix Section - Appendix A.

Year 1 Update

Traffic Records Assessment

In mid-2004 the Office of Highway Safety Planning (OHSP) requested that the National Highway Traffic Safety Administration (NHTSA) facilitate a statewide and comprehensive traffic records assessment. NHTSA proceeded to assemble a team of traffic records professionals representing the various disciplines involved in a state traffic records system. Concurrently the OHSP carried out the necessary logistical and administrative steps in preparation for the onsite assessment. A team of professionals with backgrounds and expertise in several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and trauma data systems) conducted the assessment October 11-15, 2004.

The scope of the traffic records assessment included all of the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

The Traffic Records Assessment Executive Summary can be found in Appendix B.

Strategic Plan Development

A comprehensive Traffic Records Strategic Plan should define a system, organization, and process for managing the data and attributes of the road, the driver, the vehicle and the roadway support system to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. These disciplines include the planning, design, construction, operation, and maintenance of the roadway infrastructure (engineering); injury prevention and control (emergency response services), health education; and those disciplines involved in modifying road user behaviors (education and enforcement). In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, two key components are needed. The first is an organizational structure that will allow for the integration of the agencies involved in highway safety. The second is a formal management process that will coordinate the activities of these agencies in a manner that will efficiently achieve the mission and vision.

This strategic plan is a multi-year plan which will be updated annually and/or as needed. The strategic plan was developed to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of all traffic related data and systems and to provide the mechanism to ensure the expenditure of safety funds are done so with these elements in mind.

Year 1 Update

Vision

All roadway users arrive safely at their destinations.

Mission

Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to enable stakeholders and partners to identify and resolve traffic safety issues.

Goals

- Maintain a comprehensive Traffic Records Coordinating Committee (TRCC) composed of members from the traffic safety community whose purpose is to jointly set the direction and future on matters related to Michigan traffic record systems and data.
- Benchmark the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs.
- Facilitate and coordinate the linkage of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data.

Measures of Impact and Evaluation

In developing and implementing strategies to address each of the emphasis areas, the TRCC will determine the level of impact and success of efforts and resources expended. The TRCC expects to:

- Secure baseline data from relevant sources to determine the current 'Crash Picture' for the state.
- Develop and determine priorities and programming based on critical data analysis and potential emerging safety issues.
- Develop relevant measures of activity and impact, and gather and use such data as the basis for new program development and requests for continuing funding.

An annual report will be prepared to provide information on the status of all funds awarded under Section 408 including the list of projects implemented in the past fiscal year, brief descriptions of activities completed and any problems encountered.

Emphasis Areas

Emphasis Areas

To support the mission, vision, goals and priorities of the strategic plan, information was utilized from the 2004 Traffic Records Assessment and the 2001 state-level transportation improvement process (TransTip) planning meeting which focused on improving and updating the crash data processing system.

Information obtained through TRCC general and executive level meetings and from other State, Local and Federal safety partners at various meetings, forums and conferences was also used to provide input on the selection of projects to improve Michigan's Traffic Records system. In addition, the generally accepted "E's" of traffic safety (Engineering, Enforcement, Education and Emergency Medical Systems) were considered in establishing emphasis areas. This plan outlines the high level activities and projects that provide a long term (3+ years) direction of traffic records data and systems in Michigan in the following emphasis areas:

- Roadway Data
- Crash Data
- Citation Data
- Vehicle/Driver Data
- EMS & Trauma Data

Roadway Data

Traffic Records Assessment Recommendations:

1. **UPDATE ROAD FEATURES DATA PERIODICALLY, ESPECIALLY THOSE NECESSARY FOR TRAFFIC ENGINEERING AND SAFETY ANALYSIS.**

Deficiency Identified:

The current state trunk-line roadway features data are incomplete and out-of-date. The primary features that are currently being used for engineering safety analyses need to be updated and a program needs to be developed to ensure future periodic updates are completed in a timely manner.

The purpose of this inventory is to allow safety staff to conduct network type of analysis to determine if particular features may have an impact on safety, i.e. crashes. AASHTO will be providing safety models for State Departments of Transportation to use as part of the release of the Highway Safety Manual. These models will rely on roadway features information. No statewide roadway features inventory exists on the local roadway system.

Strategies:

Create a thorough roadway inventory having consistent conventions, data definitions and complete information for roadway features including but not limited to:

Existing Data Inventories
Traffic Signals
Guardrail/Attenuators
Non-freeway Signing
Bridges
Rest Areas/Roadside Parks
Pavement Markings
Roadway Features/Geometry

Additional Data Inventories
Maintenance Crossovers
Culverts/Drainage Structures
Freeway Signing
Snowmobile Crossings
Intersection Features/Geometry
Roadway Lighting
Total Network ADT
Concrete Barriers

Action Plans:

The MDOT region engineers approved an effort to do "GIS Inventories". This data will be stored in a commonly available database using common referencing and GPS locations. Data dictionaries will be developed on a statewide basis, and be available for safety analyses, as well as for general asset management activities.

Time Lines:

- Guardrail Inventories were started in FY2005 and completed in 2006.
- Maintenance Activity Reporting System (MARS) inventories are collected every five (5) years with additions/deletions done on an annual basis. (The next total collection is planned for 2011.)
- Initiate Maintenance Crossover and Snowmobile Crossing Inventories in 2007.

Year 1 Update

Funding:

- Approximately $800,000 in each of the next 2 years has been allocated. State Planning and Research (SPR) funds have been identified to support this project.

Project Benchmarks:

Consistent and thorough statewide inventories that include G.P.S. coordinates and condition evaluations will be available.

Year 1 Update:

A guardrail inventory for the state trunk-line system was completed in 2006. This includes a list of guardrail attributes, including Physical Road referencing and GPS coordinates. The inventory is presently stored, in an Oracle Spatial database in "development" mode. It will be moved to production when MDOT completes its transition to Oracle 10g, which more fully implements spatial characteristics.

Also underway are inventories for culverts, freeway lighting, and soil borings/corings, inventories for the state's bridges has been available for over a decade, and are continuously being updated. Billboard software is being developed under our permit program.

The Maintenance Activity Reporting System (MARS) was also updated in 2006.

2. RECONFIGURE THE SUFFICIENCY FILE TO CREATE A NEW ROAD SEGMENT AT MAJOR FEATURE CHANGES.

Deficiency Identified:

Roadway Features are not contained in the Sufficiency file.

Strategies:

MDOT will proceed with recommendations #1 and #3 to identify and inventory roadway features. The Sufficiency file was not originally defined to be the location of a roadway features inventory, and cannot be reconfigured to do so.

Year 1 Update:

The Sufficiency is a network level tool that contains descriptors of the road, not features along it. It's done on a systems level. It contains information like "predominant # of lanes", predominant pavement type, etc... It was not designed to handle roadway features.

The Sufficiency file was not originally defined to be the location of a roadway features inventory, and cannot be reconfigured to do so. This item will be removed from subsequent plan documents.

3. COLLECT ROAD FEATURES DATA THAT ARE NOT CURRENTLY INVENTORIED

Deficiency Identified:
The current state trunk-line roadway features inventory is not sufficient to support engineering safety analyses. The purpose of this inventory is to allow safety staff to conduct network type of analysis to determine if particular features may have an impact on safety, i.e. crashes.

Integration of traffic safety data including roadway data is identified as a focus area in the AASHTO SHSP and the Michigan SHSP. The Crash Records Assessment for Michigan also identified roadway features as an area where improvements are needed. This data is essential to at least two of the new SAFETEA-LU reporting requirements. Federal funds are available to collect the required data.

AASHTO will be providing safety models for State Departments of Transportation to use as part of the release of the Highway Safety Manual. These models will rely on roadway features information. No statewide roadway features inventory exists on the local roadway system.

Strategies:
Identify and prioritize roadway inventory items for collection and begin to inventory as resources become available for the following priorities:

Maintenance Crossovers
Intersection Features/Geometry
Total Network ADT

Action Plans:
Future inventories will be prioritized based on the business needs and available resources.

Time Lines:
This will be an ongoing effort through 2011.

Funding:
- Initial SPR funding is available to get this effort started and attempts to make this an ongoing activity will be made.
- Section 408 funding will be requested to support these efforts.

Project Benchmarks:
Completion of critical inventory elements of the state trunk line system will be made

Year 1 Update:
The state trunk-line guardrail inventory was completed in 2006. Also, the MARS inventories were all updated in 2006.

Year 1 Update

Recommendation identified outside of the Traffic Records Assessment:

4. **ESTABLISH BUSINESS REQUIREMENTS FOR THE DEVELOPMENT OF STATEWIDE ROADWAY FEATURES.**

Deficiency Identified:
No statewide roadway features inventory exists on the local roadway system. This inventory is critical to the operation and safety of the state trunk line system because both the state trunk line and local roadway systems act together, as one interactive network. This inventory will benefit the safety analysis of both the state and local roadway systems.

Strategies:
Develop partnerships with local roadway agencies to focus on the safety of Michigan's total roadway network.

Action Plans:
Over 60 percent of Michigan's traffic fatalities occur on the local road systems. In response MDOT recognizes the need to provide professional assistance to the state's local roadway agencies in performing crash history reviews, crash analysis, and countermeasure evaluations.

Time Lines:
In 2005, MDOT created the Local Safety Initiative (LSI) and has established a special unit, staffed by dedicated traffic engineers and an analyst, to give professional assistance to the state's local roadway agencies. Since its inception LSI has performed crash analysis for 13 counties and 13 cities and towns. A goal of the initiative is to provide matching funds to local roadway authorities beyond what is currently available from the department for safety measures. It is anticipated that 12 additional counties and two cities will be added to the program in 2007.

Funding:
MDOT will consider requesting Section 408 funding to fund this effort.

Project Benchmarks:
The development of local roadway agency partnerships and building critical local roadway feature inventories will be completed.

Year 1 Update:
The Local Safety Initiative is now staffed with 3 full time professionals and in 2006 approximately $1 million was made available to fund local safety improvements. The program is gaining both interest and momentum as county and city partnerships are being developed.

Roadway Data					
Goals	2006	2007	2008	2009	2010
Timely	Roadway features not updated since 1996	Develop a plan to collect and maintain Roadway features			Current within 6 years
Accurate	Features are in disparate locations, with unknown accuracy	Determine the source of data and processes to keep data accurate			Will include features of a type. Locations will be determined using GPS locations, with common referencing
Complete	Data Available only on the State System	Prioritize the collection of data			All roadway data is available
Uniform	Data is uniformed on the State System only	Develop procedures for uniform collection of Roadway features on all systems			Data is uniformed on all Systems
Integrated	Data is integrated on the state system only	System is integrated by roadway referencing. Data collection plan will include Framework version and the ability to create information for coordinate based systems and all acceptable linear referencing systems			Data is integrated on all Systems
Accessible	Data is available to select state and local users	Data collection plan will include the ability to distribute data to statewide customers/stakeholders			Data is available to all users

Year 1 Update

Emphasis Area Benchmarks

Note: Some intermediate benchmarks for this area cannot be determined until a plan is in place to define, collect, and maintain statewide roadway features.

Crash Data

Completed/Resolved Issues are shaded in grey

Traffic Records Assessment Recommendations:

1. Analyze the effect of the increased Property-Damage-Only reporting threshold to $1,000. Develop analytic methods for producing valid comparisons of 2004 crash frequency and severity with that for prior years.
   Action Taken:
   A review of crash data from 2003-2004 indicates there was no noticeable increase or decrease in crashes due to the reporting threshold change.

2. Broaden access to the Traffic Crash Records System web application, sanitized as needed, especially to authorized users in engineering agencies at the state and local level.
   Action Taken:
   In early in 2005, approval was obtained to broaden the traffic crash records system web application and there are now many non-law enforcement users of the system. We expect this to grow as word-of-mouth advertising makes it way to other organizations and agencies. As a result, there has been a 44% increase in requests to access the TCRS web page and to the state crash data base from 2004 to current.

3. PROMOTE DEVELOPMENT OF A COMPLETE TRAFFIC RECORDS DATA WAREHOUSE WHERE CRASH AND OTHER DATA SOURCES CAN BE MADE EASILY ACCESSIBLE TO USERS.

Deficiency Identified:
There does not currently exist a 'traffic records warehouse' in which a user could easily and quickly access information.

Strategies:
Create a central repository and/or data links to and from the court database, Michigan Department of State, Department of Community Health, NetRMS and Safetynet.

Action Plans:
An action plan cannot be developed at this time because current activities are focused on the creation, update and maintenance of individual traffic safety databases.

Year 1 Update:
A Crash Data User Group (CDUG) was convened (Fall 2006) to talk about the above development (along with other critical traffic records issues). The CDUG will further explore this topic and provide progress updates to the TRCC on a regular and on-going basis.

Formal quality control/assurance processes have been put in place. These processes allow communication to law enforcement agencies on the quality of data being submitted. They are used as an update to this strategic plan as a baseline metric of

timeliness, accuracy, completeness, and consistency. Further the metric will be used to show progress as new improvements are implemented.

The Department of Community Health and the State Court Administrator Office are both working on databases which will be available to the crash database as links. Preliminary plans are being developed for allowing those links.

4. REVIEW MMUCC COMPLIANCE OF THE CRASH REPORT FORM.

Deficiency Identified:
Lack of all MMUCC data elements used on crash form.

Strategies:
- Determine missing data fields needed to become 100% MMUCC compliant.
- Determine impact of updating the Michigan traffic crash form to capture data elements not currently captured.

Action Plans:
- Convene committee for review of missing MMUCC data elements.
- Compare current crash form to MMUCC standards.
- Determine what elements need to be added to the form.
- Convene committee to review the crash form.

Time Lines:
Review of MMUCC compliance and data elements and recommendation for improvement by 12/2006.

Funding:
No funding is being required at this point in time for this activity.

Project Benchmarks:
A MMUCC data element list is completed to be used to update the crash form.

Year 1 Update:
MMUCC data elements and attributes found on the crash form and in the new database (data dictionary) were determined in March 2006 and submitted to NHTSA (TSASS)

Totals are:
Crash Form: Elements found = 71 of 77; attributes found = 350 of 622.
Crash Database: Elements found = 73 of 111; attributes found = 373 or 787.

Due to electronic data just beginning to be submitted and because MDOT, DCH and SCAO may provide linkages to missing data in the future, this item is not being actively worked on at this point in time.

Year 1 Update

5. REESTABLISH THE POSITION OF TRAINING OFFICER AT CJIC TO ACT AS A LAW ENFORCEMENT LIAISON (LEL) SPECIFICALLY DEDICATED TO IMPROVING CRASH DATA TIMELINESS, COMPLETENESS, ACCURACY AND CONSISTENCY.

Deficiency Identified:
Lack of a 'crash data' training officer or employee to address crash data accuracy, completeness and quality issues.

Strategies:
A new position will be established for an LEL who will serve as a full time trainer. Training will be provided to new police recruits and Motor Carrier officers on crash form changes/updates and quality improvement processes will be implemented.

Action Plans:
1. Create training program.
2. Provide handouts, aids and cheat sheets.
3. Setup schedule to allow all areas of the state to participate.
4. Be able to provide data quality reports to all participating agencies by enhancing the 'quality processes.'
5. Provide evaluation form to each participant to assist in improving future training.
6. Create diverse training program to fit user needs.

Time Lines:
Establish a full time training position by 2008.
**Currently there are 10 crash form classes held each year through out the state providing basic crash form information. This is funded by the Criminal Justice Information Center using a data analyst to conduct the class.*

Funding:
- Full time position $75,000/year, salary and benefits, supplies for manuals, etc. $50,000, travel expenses 5,000.
- Source TBD.

Project Benchmarks:
Crash data shows an increase in quality, timeliness and accuracy.

Year 1 Update:
This position will be requested through a multi-year grant. The position description has been completed and the grant application is in the process of being completed.

Year 1 Update

Recommendations identified outside of the Traffic Records Assessment:

1. **DEPLOY NetRMS CRASH MODULE**

Deficiency Identified:

A statewide electronic traffic data capture tool or process does not exist.

Action Plans:

- *Develop training materials and train pilot site users.*
- *Perform test at pilot sites.*
- *Collect and compile evaluations from all pilot users.*
- *After pilot evaluate for additional improvements needed and make changes.*
- *Certify changes are correct and module is ready for deployment.*
- *Develop marketing and deployment plans.*
- *Finalize training manuals.*
- *Set up training labs.*
- *Train users.*
- *Offer grants to agencies needing assistance in purchasing equipment and wireless connectivity.*
- *Future enhancements:*
  - *VIN bar code reader*
  - *Drivers' license swipe*
  - *Interface with MDOS for immediate verification of VIN and DLN*
  - *Incorporate diagramming software into NetRMS*

Time Lines:

- *Perform test at pilot sites – October 2006.*
- *Based on feedback, submit changes to vendor for correction/updates –December 2006.*
- *Begin production deployment - March 2007.*

Funding:

$1,100,000 Section 408 Funding

Project Benchmarks:

- *The criteria for pilot success established at the beginning of the pilot is met.*
- *User evaluations are considered in system development.*
- *System is deployed according to deployment plan.*
- *MSP is using the crash module by March 2007.*

Year 1 Update:

Due to project issues, this activity was cancelled in August 2006. The funds being used to support this project ($1.5 million) will be re-directed to other critical traffic data activities as outlined in this document and the CDUG Action Plan (attached).

2. ENCOURAGE AND ASSIST OTHER RECORDS MANAGEMENT SYSTEM (RMS) VENDORS TO DEVELOP AN ELECTRONIC CRASH REPORTING MECHANISM THAT WILL INTERFACE WITH THE STATE SYSTEM.

Deficiency Identified:
Lack of electronic crash reporting standards beyond state systems.

Action Plans:
- Publish specifications for input into the Crash repository database.
- Invite RMS vendors to informational meeting.
- Target specific vendors of large population jurisdictions to encourage them to develop a crash module.
- Certify modules as they are developed and assist vendors with input data.

Time Lines:
- Specifications were established and available in February 2006.
- Identify targeted agencies – July 2006.
- Provide funding assistance – October 2006.
- Implement crash RMS Vendor module(s) – December 2006.

Funding:
- $200,000 grants to agencies or vendors for development of crash module.
- Source of funds TBD.

Project Benchmarks:
- 3 vendors create an electronic crash module by the end of 2007.
- A minimum of 10 communities/agencies are reporting via these new modules by 2008.

Year 1 Update:
This project will be handled as a multi-year grant where local agencies will be provided sub-grants to implement an electronic data capture system. A process to define how to engage agencies is under development and it is anticipated we will start this project in the late spring of 2007.

3. IMMEDIATE MAIL-IN OF PAPER CRASH FORMS.

Deficiency Identified:
Timeliness of crash reporting needs to be improved.

Action Plans:
- Define requirement to send in forms "immediately" as stated in Michigan Motor Vehicle Code.
- Notify all police agencies of this standard and MSP expectation of compliance.
- Each quarter notify those agencies not in compliance and request compliance.
- Publish a "report card" of compliance each quarter.

Time Lines:
This is an ongoing quality assurance activity.

Funding:
No funding is required at this time.

Project Benchmarks:
Achieve a 5 day turn-around from time of crash to time received at CJIC for 30% of agencies still on paper by 2006.

Year 1 Update:
Multiple correspondence have been mailed to all law enforcement agencies advising of the importance of submitting UD-10's in a timely fashion. The Detroit Police Department, Michigan's largest agency is mailing forms daily to allow for timely processing.

Training currently addresses timeliness and it is planned to have the new training position review the training program for ways to better address this issue. Additionally, it is planned to have this position follow up with all agencies that do not comply with a 5 day turn around from date of crash.

4. DEVELOP DISTANCE BASED TRAINING MODULE.

Deficiency Identified:

A distance based training tool/mechanism for law enforcement agencies does not exist.

Action Plans:

- Develop tool specifications.
- Obtain project approval from MSP Executive Council.
- Develop distance based training module.
- Train users.
- Deploy distance based training module.

Time Lines:

A time line cannot be developed until further discussion takes place with the TRCC and a funding source has been identified.

Funding:

TBD

Project Benchmarks:

- Use of product by at least one person within 50% of law enforcement agencies.
- Favorable survey results from agencies using the product.

Year 1 Update:

Due to state budgetary issues this activity has been put on hold. Once budgetary issues have been resolved, this activity will be re-evaluated and worked on as applicable by the person hired in the training position.

5. IMPROVE THE TRAFFIC CRASH REPORTING SYSTEM (TCRS).

Deficiency Identified:

'Parking lot' issues from the Crash Process Redesign project, such as creating a sanitized crash form, enhanced crash mapping capabilities and improved data analysis tool capabilities, have not been addressed.

Action Plans:

Improve TCPS web site:

- Provide sanitized (public) and un-sanitized versions of UD-10 crash form.
- Integrate Intersection Magic (crash analysis software) for engineering use.
- Provide information and year end statistical reports on the MSP web such as :
  - System information message to welcome page (to notify when the system is down, etc.)
  - Construction site crashes, driver distraction statistics by age/county, seat belt usage, CMV crashes by state, county, intersection and time of day…etc
- Develop a mechanism to create the Traffic Crash Annual Report.
- Improve the TCRS system

- Provide a way for the Traffic Crash Reporting Unit verifiers to look up plate and VIN immediately (vehicle on demand).

Time Lines:
Start: October 2006
End: September 2008

Funding:
$400,000 Section 408 Funding

Project Benchmarks:
TCRS is improved and enhanced for all users.

Year 1 Update:
Funds for this activity have been allocated and a grant to support a new release is in place. Requirements and design to provide a sanitized version of the crash report are complete and code development will begin in the next few months. This effort will promote accessibility of crash data, support its acceptable use, and protect the identity of those involved in traffic crashes.

Scope and Estimate for TCRS Release 7 is in process. Alternatives will be presented to the TRCC by the end of March 2007.

6. ENHANCE THE TRAFFIC CRASH LOCATING SYSTEM (TCLS) SYSTEM.

Deficiency Identified:
The TCLS system does not provide automatic system messaging, does not identify errors in location and is not integrated with other records systems (ie, TCRS).

Action Plans:
The TCLS is a basic locating tool that requires additional functionality, including but not limited to:

- Add system information message to welcome page (to notify when the system is down, etc.)
- Evaluate crashes by providing safety recommendations on Michigan roads
- Identify where errors occurred in location of a crash within the system
- Integrate more with map components (use Physical Route for locating on map)
- Allow user to save changes back to TCRS (update XML file in place) if using a stand alone version

Time Lines:
TBD

Funding:

- $108,000
- Source of Funding TBD

Project Benchmarks:
TCLS is improved and enhanced for all users.

Year 1 Update:
Additional upgrades or funding have been determined at this date.

Year 1 Update

7. ASSURE LONG TERM MAINTENANCE AND CONTINUOUS ENHANCEMENT OF THE CRASH DATA PROCESSING SYSTEM.

Deficiency Identified:
There is not a 'long term' agreement on how to support the crash system.

Action Plans:
Finalize new Memorandum of Understanding (MOU) to secure organizational resource and funding commitments.

Time Lines:
Ongoing operational activity.

Funding:
Existing operating funding as specified in MOU.

Project Benchmarks:
Memorandum of Understanding(s) are signed and funding is secured.

Year 1 Update:
Memorandums of Understanding between the three stakeholder agencies have been created. Final approval has been requested from MDOT.

Emphasis Area Benchmarks

Crash Data					
Goals	2006	2007	2008	2009	2010
Timely	-1% of police agencies are using electronic data collection and submission -Average days to report crash = 43	-10% of police agencies are using electronic data collection and submission -Average days to report crash = 25	25% of police agencies are using electronic data collection and submission -Average days to report crash = 20	40% of police agencies are using electronic data collection and submission -Average days to report crash = 15	50% of police agencies are using electronic data collection and submission -Average days to report crash <10
Accurate	Error rate per crash 1.74	Error rate per crash 1.50	Error rate per crash 1.25	Error rate per crash 1.0	Error rate per crash <1
Complete	95% of all crashes are reported	96% of all crashes are reported	97% of all crashes are reported	98% of all crashes are reported	100% of all crashes are reported
Uniform	MMUCC 73 of 77 data elements 365 of 622 attributes	MMUCC 74 of 77 data elements 391 of 622 attributes	MMUCC 75 of 77 data elements 441 of 622 attributes	MMUCC 76 of 77 data elements 491of 622 attributes	MMUCC 77 of 77 data elements 500 of 622 attributes
Integrated	40% of data systems are integrated (ie, crash, citation, EMS…etc)	50% of data systems are integrated (ie, crash, citation, EMS…etc)	65% of data systems are integrated (ie, crash, citation, EMS…etc)	75% of data systems are integrated (ie, crash, citation, EMS…etc)	90% of data systems are integrated (ie, crash, citation, EMS…etc)
Accessible	All law enforcement agencies, and selected road commissions and researchers have 'appropriate' access	All law enforcement agencies, and selected road commissions and researchers have 'appropriate' access	All law enforcement agencies, and selected road commissions and researchers have 'appropriate' access	All law enforcement agencies, and selected road commissions and researchers have 'appropriate' access	All traffic safety partners have 'appropriate' access

ACCURATE:
In September 2005 we reviewed our logic for the vehicle configuration transfer to SafetyNet. Our Unknown Heavy Truck classification was nearly 50%. We closed 2005 with our Unknown percentage at ~38%.

We have reviewed 2006 data and we are reporting a 20% - a 30% decrease from the original detection. All other vehicle configurations are looking much better as well and reflecting more accurate percentages.

Citation Data

Traffic Records Assessment Recommendations:

1. **PURSUE IN COORDINATION WITH THE TRCC THE RAPID DEVELOPMENT AND IMPLEMENTATION OF A JUDICIAL DATA WAREHOUSE TO INCLUDE LINKAGES TO OTHER COMPONENTS OF THE TRAFFIC RECORDS SYSTEM.**

Deficiency Identified:
Court data in Michigan is presently located on 41 different case management systems, deployed on 150 disparate servers. The Judicial Data Warehouse (JDW) provides centralized and standardized access of traffic record data from these systems. The JDW is presently implemented in 98 courts in 41 counties.

Strategies:
A. Identify and develop a project plan to include those data elements that will link the JDW to other components of the traffic records system.

Action Plans:
- Review with TRCC membership the current data elements captured at the JDW.
- Develop a project plan for implementation.

Time Lines:
Implement an additional 36 courts in 16 counties by the end of 2006.

Funding:
No Funding would be required.

Project Benchmarks:
Create a conceptual model and project plan for linking the JDW to the other components of the traffic records systems.

Year 1 Update:
The implementation of the Judicial Data Warehouse (JDW) was escalated in 2006. The JDW is now implemented in 181 courts in 80 Counties. Grant funding provided for the implementation of all courts in 13 of the 15 Counties in the Upper Peninsula.

New Project/Activity:
Additional grant funding was obtained and is focused on the implementation of the JDW in 74 courts the counties of Ingham, Kent, Macomb, Oakland and Wayne. It is projected by the end of 2007, the only courts not implemented in the JDW will be those courts that are either considering a system change or have no case management system at all.

Users of the JDW also wanted to know about the sanctions associated with traffic and criminal violations. Efforts to analyze and upload the sentencing data elements for case management system providers and Michigan Department of Corrections are underway.

Year 1 Update

Strategies:

B. Modify current JDW data model and trial court case management systems to include the data elements required for the linkage to other components of the traffic records system.

Action Plans:
Modify the JDW and trial court systems to include the required data elements.

Time Lines:
March 2005 – January 2006

Funding:
No funding is requested at this time.

Project Benchmarks:
A validated linking process with inquiry and statistical reports that improves the interface of traffic citation data from courts with other components of the traffic records systems.

Strategies

C. Complete statewide rollout of the JDW with all required linkages by December 2010.

Action Plans:
Accelerate current JDW implementation plan.

Time Lines:
January 2006 – January 2010

Funding:
TBD

Project Benchmarks:
All Michigan traffic citation data is linked to other components of the traffic record system including but not limited to crash, EMS…etc.

Year 1 Update:
In the first quarter of 2007, individuals that support other components of the traffic record system will evaluate the data elements and functionality of the Judicial Data Warehouse. The evaluation will begin with a demonstration of the current Web-based name inquiry and the ad-hoc reporting tools currently implemented for the court citation data. The demonstrations will determine what data elements should be included to benefit and link other traffic record systems. The recommendations will be provided to SCAO and then further analyzed to determine the feasibility of obtaining this information from the trial court systems.

Year 1 Update

DESIGN AND IMPLEMENT A CENTRALIZED STATEWIDE CITATION TRACKING SYSTEM CONTAINING INFORMATION ABOUT A CITATION FROM "CRADLE TO GRAVE." EACH RECORD IN THE SYSTEM SHOULD CONTAIN INFORMATION ABOUT ALL ACTIONS PERTAINING TO THAT CITATION.

Deficiency Identified:
There does not exist a centralized state level citation tracking system to access a citation from issuance to adjudication to records posting.

Strategies:
- Identify and develop a project plan to determine those citation related applications that need to be linked to be able to track the life-cycle of a citation.
- Determine what data elements and interval for submission are needed to track the complete life cycle of a citation.
- Determine methodology for centralization.

Action Plans:
- Review with TRCC membership and identify citation related applications and data elements to complete the lifecycle of a citation.
- Develop a project plan for implementation.

Time Lines:
Develop a detailed project plan by October 2006.

Funding:
No Funding required at this time.

Project Benchmarks:
Development of a conceptual model, project plan and funding requirements for a centralized source of data that would track the citation from issuance through disposition.

Year 1 Update:
No progress was made in this area. However, with the continued implementation of the Judicial Data Warehouse at the trial courts, coupled with the analysis provided by those that support other components of the traffic record systems, the requirements and ability to develop the citation tracking system become better defined.

Year 1 Update

Recommendations identified outside of the Traffic Records Assessment:

1. DEPLOY NetRMS CITATION MODULE.

Deficiency Identified:
There does not exist a statewide electronic traffic data capture tool or process.

Action Plans:

1. Develop training materials and train pilot site users.
2. Perform test at pilot sites.
3. Collect and compile evaluations from all pilot users.
4. After pilot identify critical improvements needed and make changes.
5. Certify changes are correct and module is ready for deployment.
6. Develop marketing and deployment plans.
7. Finalize training manuals.
8. Set up training labs.
9. Train users.
10. Offer grants to agencies needing assistance in purchasing equipment and wireless connectivity.
11. Future enhancements:
    - VIN bar code reader
    - Drivers' license swipe
    - Interface with MDOS for immediate verification of VIN and DLN
    - Create warehouse interface for citation tracking

Time Lines:

- Perform test at pilot sites – May 2006.
- Submit changes to vendor for correction/updates –August 2006.
- Begin production deployment - September 2006.

Funding:
Currently funding by the Michigan Department of State Police

Project Benchmarks:

- Criteria for pilot success established at beginning of pilot is met.
- Systems is deployed according to deployment plan.

Year 1 Update:
Due to project issues, this activity was cancelled in August 2006. The funds being used to support this project ($1.5 million) have been re-directed to other critical traffic data activities as outlined in this document

2. ENCOURAGE AND ASSIST OTHER RECORDS MANAGEMENT SYSTEM (RMS) VENDORS TO DEVELOP AN ELECTRONIC CITATION REPORTING MECHANISM THAT WILL INTERFACE WITH THE STATE SYSTEM.

Deficiency Identified:
Lack of electronic citation reporting standards beyond state systems.

Action Plans:
- Publish specifications for citation fields.
- Invite RMS vendors to informational meeting.
- Target specific vendors of large population jurisdictions to encourage them to develop a citation module.
- Certify modules as they are developed and assist vendors.

Funding:
TBD

Time Lines:
- Specifications are established and available – Completed February 2006.
- Identify targeted agencies – July 2006.
- Provide funding assistance – October 2006.
- Implement citation RMS Vendor module(s) – December 2006.

Project Benchmarks:
- 3 vendors create an electronic citation module by the end of 2007.
- A minimum of 10 communities/agencies are reporting via these new modules by 2008.

Year 1 Update:
No progress was made in this area. However, with the continued implementation of the Judicial Data Warehouse at the trial courts, coupled with the analysis provided by those that support other components of the traffic record systems, the requirements and ability to develop the citation tracking system become better defined.

Year 1 Update

Emphasis Area Benchmarks

**Intermediate benchmarks for these areas cannot be determined until plans are in place to define the life cycle of a citation and future integration guidelines are determined*

Citation Data					
Goals	2006	2007	2008	2009	2010
Timely	New Citations and Citations Dispositions are uploaded from trial courts to the Data Warehouse every 30 days	New Citations and Citations Dispositions are uploaded from trial courts to the Data Warehouse every 25 days	New Citations and Citations Dispositions are uploaded from trial courts to the Data Warehouse every 15 days	New Citations and Citations Dispositions are uploaded from trial courts to the Data Warehouse every 10 days	New Citations and Citations Dispositions are uploaded daily from trial courts to the Data Warehouse
Accurate	Not Available. Need to determine the life cycle of a citation.	*	*	*	Will be able to view a citation from cradle to grave regardless of adjudication status
Complete	34 of 83 Counties and 89 of 251 trial courts are uploading citations monthly to the Data Warehouse	50 of 83 Counties and 125 of 251 trial courts are uploading citations monthly to the Data Warehouse	60 of 83 Counties and 175 of 251 trial courts are uploading citations monthly to the Data Warehouse	70 of 83 Counties and 210 of 251 trial courts are uploading citations monthly to the Data Warehouse	83 of 83 Counties and 251 of 251 trial courts are uploading citations daily to the Data Warehouse
Uniform	Uniform citation is available and in use	Completed	Completed	Completed	Uniform citation is available and in use
Integrated	Not Available. Not able to see other data systems at this time.	*	*	*	Data systems are integrated (ie, crash, citation, EMS…etc)
Accessible	Only select users are able to view and use citation data	Only select users are able to view and use citation data	Only select users are able to view and use citation data	Only select users are able to view and use citation data	All traffic safety partners have 'appropriate' access

Vehicle/Driver Data

Traffic Records Assessment Recommendations:

1. **COORDINATE PLANS FOR UPGRADING THE DRIVER AND VEHICLE FILES WITH THOSE OF THE INTEGRATED TRAFFIC RECORDS SYSTEM AND PARTICULARLY WITH THE INTERNET REMOTE MANAGEMENT SYSTEM DEVELOPMENT.**

Deficiency Identified:
There is not a centralized system to capture driver, vehicle and crash data.

Strategies:
To improve technology application, data integration between agencies, delivery times, quality and identify technology to replace administrative input/validation.

Action Plans:

- Completion of the MDOS Business Application Modernization (BAM) project to replace the existing mainframe legacy system. This change to business processes will have some impact on entities involved with the driver license application process. The initial two phases of the project are complete. The first component of Phase 3 includes interfaces with the many entities involved in the driver license application process. The last phase involves interfaces for the driver history component (crashes, convictions, actions).
- *Continued success and expansion of the Internet Records Management System (NetRMS).*
- *Due to project issues, the NetRMS project was cancelled in August 2006. The funds being used to support this project ($1.5 million) have been re-directed to other critical traffic data activities as outlined in this document.*

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Time Lines:
The BAM vendor contract for Phase 3 was awarded in October 2005 and the project runs for five more years through 2010.

Funding:
The BAM project is currently fully funded by the MDOS.

Project Benchmarks:
Successfully migrate the current mainframe based driver/vehicle records system to a client/server platform.

Year 1 Update:
The functional requirements and business rules of Phase 3A (driver license application process) of BAM are completed. Data cleansing of the existing driving records for migration to BAM is ongoing. Coding is underway. System integration testing begins in February 2007.

2. **ACCELERATE THE DEVELOPMENT OF THE SINGLE CLIENT DATA SYSTEM**.

Deficiency Identified:
There is not a centralized system at MDOS to capture driver and vehicle data.

Strategies:
Develop and implement a strategy to integrate the Department of State driver and vehicle record files into a single client data structure via the legacy system upgrade.

Action Plans:
The initial component of Phase 3 of the BAM project will deliver on the structural needs by the fourth quarter of 2008.

Time Lines:
Migration of all the data may take two or more years. The overall project timeline is through 2010.

Funding:
Funded by the MDOS

Project Benchmarks:
TBD

Year 1 Update:
The functional requirements and business rules of Phase 3A (driver license application process) of BAM are completed and coding in process. The Phase 3A would set a single client for driver and vehicle data.

3. WORK WITH THE STATE COURT ADMINISTRATIVE OFFICE (SCAO) TO UPGRADE THEIR COURT MANAGEMENT SYSTEMS AND THEIR INPUTS TO THE DRIVER FILE.

Deficiency Identified:
Unable to share all data and records between various state agencies.

Strategies:
- Completion of the Inter-Agency Data Sharing project that involves SCAO, MDOS, MSP**,** MDIT, and DOC for court findings (convictions).
- Completion of the judicial data warehouse project.
- Electronic conviction data submission by all courts.

Action Plans:
- The Inter-Agency Data Sharing project is pending as are plans for a 12-week pilot
- The data warehouse project is currently being implemented and should be done by the end of FY2007. Evaluation of data elements and functionality continues based on the needs of non-Judicial entities.
- Eliminate manual convictions by having a technology solution in place for all courts.

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Time Lines:
- The Inter-Agency Data Sharing overall project timeline has not yet been established.
- The data warehouse project is scheduled for completion in 2010.
- Progress continues to automate the manual courts and is scheduled for 2007-2008.

Funding:
- MDOS and SCAO funding arrangements are in place for the Inter-Agency Data Sharing pilot project.
- The data warehouse project is funded by a portion of the Judicial Technology Improvement Fund.

Project Benchmarks:
State agencies will be able to share data and records across multiple platforms and systems.

Year 1 Update:
Some Departments signed off on the Inter-Agency Data Sharing project. Data mapping for some agencies is complete.

4. **ACCELERATE PLANS TO PARTICIPATE IN THE NATIONAL MOTOR VEHICLE TITLE INFORMATION SYSTEM AS SOON AS PRACTICAL.**

Deficiency Identified:
Unable to link to the National Motor Vehicle Title Information System and verify non-Michigan information.

Strategies:
Create the linkages to the National Motor Vehicle Title Information System (NMVTIS) which provides a clearinghouse for motor vehicle title and brand information. NMVTIS reduces titling of stolen cars and fraud by allowing state titling agencies to verify the validity of ownership documents before they issue new titles.

Action Plans:
The NMVTIS interface and functionality will be built as part of the second component in Phase 3 of the Department of State BAM legacy system replacement project. In the interim, representatives from MDOS, MDIT AAMVA (American Association of Motor Vehicle Administrators) and their contract programmers met in April 2006 to devise an interim batch process until the online solution is implemented in 2008.

Time Lines:
An NMVTIS interface will be complete by the winter of 2008.

Funding:
Funded by the MDOS.

Project Benchmarks:
MDOS is able to successfully link to the NMVTIS.

Year 1 Update:
MDOS did not implement the batch process. Rather, both batch and online processes will be implemented in 2008.

NEW STRATEGIES

5. JOIN AND IMPLEMENT THE DRIVER LICENSE AGREEMENT

Deficiency Identified:

Michigan is not part of the multi-state Driver License Agreement (DLA). Michigan recognizes that failure to join the DLA could be a detriment as driver licensing issues continue to become more global in nature. There will be a national driver record verification system in the future that will eventually combine the Commercial Driver's License Information System (CDLIS), the National Driver Register (NDR), and Problem Driver Pointer System (PDPS). Transition to such a system will be more beneficial and easier if Michigan becomes a member of DLA.

Strategies:

The State of Michigan follows a one license concept, and already sends abstracts of conviction to other states for non-resident violators. Joining the DLA will help enable an electronic clearinghouse for driver activities.

Action Plans:

Legislation will be considered for Michigan to recognize other states' actions that are currently not recognized in Michigan. Also, seek systems programming so that transactions flowing through the PDPS will be fully automated.

Time Lines:

It will take two years for legislation and three years for system development and implementation.

Funding:

Cost will be approximately $7.5 million and will be funded by MDOS and federal grants.

Project Benchmarks:

MDOS is able to successfully join other states in the DLA.

6. IMPLEMENT THE REAL ID ACT REQUIREMENTS

Deficiency Identified:

Michigan's current driver's license and identification cards (DL/ID) do not satisfy the upcoming federal security requirements (REAL ID Act). Michigan's current DL/ID therefore may not be accepted by any federal agency for federal identification or any other official purpose.

Strategies:

Develop Michigan's DL/ID cards to meet the Act's license security features and other requirements. Incorporate physical security features designed to prevent tampering, counterfeiting, or duplication of the document for fraudulent purposes. Electronically verify identification and citizenship documents and immigrants lawful presence in the United States before issuing DL/IDs.

Action Plans:

The REAL ID Act DL/ID requirements will be built as part of the component in the Department of State BAM legacy system replacement project.

Time Lines:

Michigan's DL/ID cards with physical security features will be issued starting in May 2008 if the required federal program specifications are in place in a timely manner.

Funding:

Funded by MDOS and various Federal grants.

Project Benchmarks:

Michigan DL/ID cards are accepted by any Federal agency for identification or any other official purpose.

Emphasis Area Benchmarks

Deleted: ¶

Vehicle/Driver Data					
Goals	2006	2007	2008	2009	2010
Timely	100% of driver application data processed daily	October 2007 driver license application transactions will update real time	October 2008 vehicle application transactions will update real time	TBD	100% of driver and vehicle data processed daily
Accurate	98.6% of all driver transactions were accurate	100% of driver application transactions will be accurate	100% of vehicle applications will be accurate	100% of driver and vehicle records will be completed and accurate	100% of all driver and vehicle transactions were accurate
Complete	98.6% of all driver transactions were complete	100% of driver application transactions will be complete	100% of vehicle applications will be complete	99.6% of all driver transactions were accurate	To have 100% of all driver and vehicle data complete at transaction time (without errors)
Uniform	Lacking uniformity between vehicle and driver files	October 2007 the single client structure for driver will be operational	October 2008 the single client structure including vehicle will be operational	TBD	All data elements are uniformed in nature and in a single client structure
Integrated	Partial integration exists between data systems	Partial integration exists between data systems	Fully Integrated	Fully Integrated	All MDOS data systems are integrated
Accessible	Broad access by authorized users	Completed	Completed	Completed	Broad access by authorized users

EMS & Trauma Data

Completed/Resolved issues are shaded in grey

Traffic Records Assessment Recommendations:

1. **CREATE AND IMPLEMENT A STRATEGIC PLAN FOR THE DEVELOPMENT OF A COMPREHENSIVE STATEWIDE EMERGENCY MEDICAL SERVICE (EMS) AND TRAUMA SYSTEM.**

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide database nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements and is in the process of creating an all inclusive statewide trauma system.

Strategies:

- MDCH will create and implement a state wide inclusive EMS and Trauma system based on the 2004 Trauma Systems Plan.
- An NHTSA sponsored Statewide EMS Assessment will be conducted in FY2007

Action Plans:

Select a 10 member State Trauma Advisory Committee to oversee and recommend the implementation of the following 18 recommendations:

1. Establish Michigan's Lead Trauma Agency.
2. Establish a State Trauma Advisory Committee (STAC).
3. Establish Regional trauma networks.
4. Implement an "All-Inclusive" Trauma System.
5. Implement Tiered Triage Protocols.
6. The lead agency shall designate the existing trauma resources of all hospitals.
7. The Lead Agency shall verify the trauma care resources of all hospitals in Michigan over a 3-year period.
8. The Lead Agency shall designate the trauma capabilities of each hospital on the basis of a verification process and recommendations made by each Regional Trauma Network.
9. The Lead Agency shall establish a mechanism for periodic re-designation of all hospitals.
10. All hospitals and emergency centers shall be expected to participate in data submission.
11. The confidentiality and protection of patient data collected as part of Trauma System performance improvement activities shall be provided and maintained through existing state legislation included in the Public Health Act Code.
12. The comprehensive data collection system shall be phased in over a five-year period.
13. Each Medical Control Authority shall adopt and implement a regional trauma network Performance Improvement Plan.
14. A plan for evaluating individual trauma system components and system operations, including the responsibility or monitoring compliance with standards, maintaining confidentiality and periodic review of trauma facility standards will be developed.
15. A plan for assessing the effectiveness of the system as it relates to meeting the needs of injured persons, availability of appropriate resources, and costs will be developed by each Regional Trauma Network.

16. The Lead Agency shall work with the Michigan Department of Community Health's Childhood and Unintentional Injury Prevention Section (IPS) to ensure the coordination and integration of all state injury prevention initiatives and programs.
17. The Lead Agency and all supporting components of the state trauma system must be adequately staffed to carry out its responsibilities and functions.
18. The Lead Agency shall conduct an accurate assessment of the training and education needs of trauma care personnel in the State.

**Further details of each recommendation are available upon request*

Time Lines:

- Appoint STAC – Spring 2005
- Form subcommittees through the STAC to address the 18 recommendations contained within 2004 trauma plan. Spring Summer 2005

Funding:

MDCH, Trauma Systems grant, TRCC

Project Benchmarks:

- MDCH Director Appointment of STAC Members.
- Administrative Rules are drafted.

Year 1 Update:

No funding was allocated for this project this fiscal year, however significant progress towards the accomplishment of these goals has been made. The ten member State Trauma Advisory Subcommittee was appointed and five work groups with thirteen sub workgroups were formed with over 150 health professionals participating.

Over the past year a draft of administrative rules for the formation of a statewide trauma system have been created, and is currently under review at the State Office of Administrative Rules. It is anticipated that the administrative rules will be moved to public hearing within the next 90 days.

2. **ESTABLISH AND IMPLEMENT:**
   a. **A STATE EMS SYSTEM**
   b. **A UNIFORM EMS RUN REPORT**
   c. **A CENTRAL REPOSITORY FOR EMS RUN DATA**
   d. **A STATE TRAUMA SYSTEM**
   e. **A CENTRAL REPOSITORY FOR TRAUMA DATA.**

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed an MOU agreeing to collect the NEMSIS data elements and is in the process of creating an all inclusive statewide trauma system.

Strategies:

- Establish a work group under the EMS Coordinating Council (EMSCC) to research and evaluate the adoption of a uniform set of data elements that can be universally defined across the State of Michigan.
- Verify system integrity and data entry by collating all data collected and entered by pilot sites through the use of a central EMS data repository.
- Develop/Prepare a statewide implementation plan for the Michigan Emergency Medical Services Information System (MIEMSIS).

Action Plans/Time Lines:

2005

- Create data collection software.
- Distribute predefined data elements and test software to pilot EMS agencies.
- Test data collection at pilot agencies.
- Test data collation and download to EMS repository.
- Submit proposed data elements to EMSCC for review and approval.
- Develop/Prepare a statewide implementation plan for the Michigan Emergency Medical Services Information System (MIEMSIS).
    1. Develop model protocol for electronic documentation and disseminate to agencies by December 2005.
    2. Develop MERMaID 2.0 or utilize NEMSIS software (NHTSA compliant).
    3. Establish reporting requirements by December 2005.
    4. Implement mechanisms for output from the Sate back to MCA/Agencies by December 2006.
    5. Educate EMS agencies and MCA's about the State EMS Information System by December 2005. **In process.**
    6. Train EMS personnel on how to enter EMS reports & train agencies/MCAs how to submit data by June 2006. I**n process.**
    7. Assist agencies in identifying how they can support and maintain their own EMSIS through consultation.
    8. Begin data submission by BLS,LALS, ALS agencies to State repository January 1, 2007.
    9. Begin data submission by MFR agencies to State repository by July 2007.

Year 1 Update

- Establish five basic work groups under the STAC.
- Establish sub workgroups for each work group.

2007
Collect and collate statewide EMS data at central repository.

Funding:
MDCH

Project Benchmarks:
- Collection of pilot EMS data.
- Approval of recommended data set by EMSCC.
- Collation of test EMS data elements into an EMS data repository.
- Distribution of ratified uniform date elements and dictionary.
- Distribution of free data collection software.
- Regional data collection educational seminars for EMS agencies.
- State wide collection and collation of EMS data elements.
- STAC approval and recommendation of Trauma Data elements, definitions, and submission requirements to EMSCC for ratification..
- Promulgation of recommended trauma data dictionary and reporting requirements into administrative rules.

Year 1 Update:
A state data task force has met on a monthly basis over the past year and has established the technical requirements for purchase of a data collection software system for the state. An RFP has been created and is currently under review by the Michigan Department of Information Technology for release for bids. The task force has also developed a time schedule for submission of required data elements to the state, and is currently working on developing a schedule for statewide training sessions to prepare life support agencies for data submission.

3. ADOPT AND IMPLEMENT THE RECOMMENDATIONS OF THE 2002 REPORT OF THE MICHIGAN STATEWIDE TRAUMA CARE COMMISSION.

Deficiency Identified:
Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed a Memorandum of Understanding agreeing to collect the NEMSIS data elements and is in the process of creating an all inclusive statewide trauma system.

Strategies:
- Adopt and implement the 2004 Trauma systems plan that established Michigan's Lead Trauma Agency.
- Establish a State Trauma Advisory Committee.

Year 1 Update

Action Plans:

- Establish eight Regional trauma networks, identical to the current eight Emergency Preparedness Regions.
- Implement Tiered Triage Protocols.
- The confidentiality and protection of patient data collected as part of Trauma System performance improvement activities shall be provided and maintained through existing state legislation included in the Public Health Act Code.

Time Lines:

Spring 2006 – spring 2007

Funding:

MDCH

Project Benchmarks:

- Appointment of the STAC.
- Establishment of workgroups and sub workgroups under the STAC.
- Draft proposed Administrative rules for the review and approval of the EMSCC.
- Obtain an initial funding source to support the creation of state wide EMS and Trauma data bank.
- Obtain dedicated funding to support data collection, designation and verification, triage and transport, as well as education and prevention activities.

Year 1 Update:

No funds were allocated for these priorities but significant progress has been made. Trauma region guidance has been formulated which is consistent with the 2004 Trauma Plan. Draft versions of triage and transport guidelines have been established and incorporated into a regional resource guide to assist trauma regions once they have been formed, and funding allocated to support the regional initiatives.

4. SEEK FUNDING AND SUPPORT THROUGH THE TRCC TO ASSIST IN THE DEVELOPMENT OF THE EMS AND TRAUMA SYSTEMS.

Deficiency Identified:

Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed a Memorandum of Understanding agreeing to collect the NEMSIS data elements and is in the process of creating an all inclusive statewide trauma system.

Strategies:

Work cooperatively with the TRCC to create a fully integrated, statewide traffic records system under which pre-hospital, trauma and crash data are shared through a unified injury data base.

Year 1 Update

Action Plans:

- In cooperation with the MSP, MDOT, MDOS, MDIT, develop goals, strategies, and action plans aimed at creating an all-inclusive data sharing system under which crash data can be linked with EMS, Trauma, and Court data.

- Obtain $500,000 initial funding through TRCC to assist with the creation of a unified statewide EMS and Trauma Data collection system.

Time Lines:
2006 and ongoing

Funding:
$500,000 Section 163 funding.

Project Benchmarks:
Obtain funding source for implementation.

Year 1 Update:
An RFP has been developed (EMS System), and is currently under review by the Department of Information Technology, it is anticipated that the RFP will be issued within the next 90 days. A vendor has been selected to act as the state data administrator, and training and informational sessions to facilitate the role-out of data collection are currently under development.

5. DEVELOP AND IMPLEMENT:

a. **A STRATEGIC PLAN TO DEVELOP AND IMPLEMENT THE EMS, TRAUMA AND EMERGENCY DEPARTMENT DATA SYSTEMS.**
b. **A STATEWIDE EMS AND TRAUMA DATA COLLECTION AND ANALYSIS SYSTEM.**
c. **A STATE EMERGENCY DEPT DATA COLLECTION ANALYSIS SYSTEM.**

Deficiency Identified:
Michigan currently does not collect EMS or Trauma patient data in an electronic format. Michigan does not have a statewide data base nor does it possess software or a repository to facilitate electronic data collection. However, Michigan has signed a Memorandum of Understanding agreeing to collect the NEMSIS data elements and is in the process of creating an all inclusive statewide trauma system.

Strategies:

- All hospitals and emergency centers shall be expected to participate in data submission.
- The confidentiality and protection of patient data collected as part of Trauma System performance improvement activities shall be provided and maintained through existing state legislation included in the Public Health Act Code.
- The comprehensive trauma data collection system shall be phased in over a five-year period.

Year 1 Update

Action Plans:

- Form a Data and Evaluation work group under the STAC to identify and define a uniform set of trauma data elements and definitions that will be collected from all hospitals in Michigan.
- Obtain STAC support and recommendation of adoption of the data elements for review and adoption by the EMSCC.
- Obtain EMSCC support and adoption of the trauma data elements for promulgation into administrative rules.

Time Lines:

- STAC and EMSCC approval winter 2006.
- Promulgation of administrative rules spring 2006.
- 2008 for all inclusive repository.

Funding:

MDCH

Project Benchmarks:

- A uniform EMS data dictionary is adopted and promulgated into administrative rule.
- All EMS agencies in Michigan submit uniformly required data elements to a central repository.
- A uniform trauma data bank is defined and promulgated by administrative rule.
- All hospitals in Michigan submit required data elements to a central, trauma data bank.
- EMS and Trauma Data elements are able to be matched by patient to create an inclusive data record for victims.
- EMS and Trauma Data elements are able to be matched with crash data, and conviction data to create an all inclusive statewide repository.

Year 1 Update:

No funding has been allocated for this project this fiscal year, but progress has been made on these goals. Over the last year a data set and dictionary have been defined that will allow for the linking of EMS data with trauma data, as well as guidance created for trauma data reporting. No software has been purchased to establish a trauma registry, and no funds are available at this time to pursue this goal.

Year 1 Update

Emphasis Area Benchmarks

EMS Data					
Goals	2006	2007	2008	2009	2010
Timely	No reporting of EMS data exists	Establish Reporting requirements	Annual reporting of all pre hospital EMS data, and all hospital Trauma Data	Bi-Annual reporting of all pre hospital EMS data, and all hospital Trauma Data	Quarterly reporting of all pre hospital EMS data, and all hospital Trauma Data
Accurate	No EMS data is currently submitted	50% accuracy on data submitted	65% accuracy on data submitted	80% accuracy on data submitted	95% accuracy on data submitted
Complete	Pre-hospital and hospital trauma patient data does not exist	Link 50% of pre-hospital and hospital trauma patient data to form a complete picture of EMS and Trauma in Michigan	Link 70% of pre-hospital and hospital trauma patient data to form a complete picture of EMS and Trauma in Michigan	Link 80% of pre-hospital and hospital trauma patient data to form a complete picture of EMS and Trauma in Michigan	Link 100% of pre-hospital and hospital trauma patient data to form a complete picture of EMS and Trauma in Michigan
Uniform	NEMSIS data elements and rules are not established and implemented	50% of Life support agencies will provide the required NEMSIS data elements in an uniform electronic format	70% of Life support agencies will provide the required NEMSIS data elements in an uniform electronic format	80% of Life support agencies will provide the required NEMSIS data elements in an uniform electronic format	100% of Life support agencies will provide the required NEMSIS data elements in an uniform electronic format
Integrated	EMS and Trauma data is currently not linked	40% of all EMS and Trauma data will be linked to provide complete electronic patient data record	60% of all EMS and Trauma data will be linked to provide complete electronic patient data record	75% of all EMS and Trauma data will be linked to provide complete electronic patient data record	90% of all EMS and Trauma data will be linked to provide complete electronic patient data record
Accessible	NEMSIS data elements and rules are not established and implemented	50% of State and NEMSIS data elements that are HIPPA compliant will be available for data mining	70% of State and NEMSIS data elements that are HIPPA compliant will be available for data mining	80% of State and NEMSIS data elements that are HIPPA compliant will be available for data mining	100% of State and NEMSIS data elements that are HIPPA compliant will be available for data mining

Year 1 Priorities

Year 1 Update

Year 1 Priorities

Based upon the projects and activities identified in the Emphasis Area Section, the TRCC selected the following priorities, based upon a consensus by the Committee, that these projects will have the greatest impact on the timeliness, accuracy and completeness, uniformity, integration and accessibility of traffic records data and should be given the most attention and action in the coming 5-year period. No priority or consideration was given to a project based on the amount of funding requested.

#1 EMS Data

Project Title:	EMS/Trauma data base
Project Description:	Support the creation and rollout of an EMS and Trauma data base.
Project Director:	Robin Shivley, Manager EMS &Trauma Services Section Michigan Department of Community Health 201 Townsend Street, Lansing, MI 48913 517-241-3024
Agency:	MDCH
Start:	October 2006
End:	December 2007
Cost:	$300,000 Section 408 and $200,000 of Section 163 funding
Purpose:	To provide data collection software, and a repository, to facilitate the electronic collection and storage of NEMSIS data elements for all EMS agencies statewide.
Resources Needs:	A uniform data collection software for EMS agencies, a repository/data base, hardware, and training guidance.
Timelines:	Development of software, repository RFP – May 2006 (completed) Publish RPF June 2006. Selection of software/ repository vendor-award contract October 2006. Purchase hardware to support data collection–November 2006 Begin training EMS agency personnel on software–December 2006. Submission of required NEMSIS data elements for all transport agencies July 1, 2007.
Impact/Results:	Improved timeliness, accuracy and completeness of EMS data and conformity with NEMSIS data elements

Year 1 Update:

An RFP has been developed (EMS System), and is currently under review by the Department of Information Technology, it is anticipated that the RFP will be issued within the next 90 days. A vendor has been selected to act as the state data administrator, and training and informational sessions to facilitate the role-out of data collection are currently under development.

Year 1 Update

#2 Citation Data

Project Title:	Citation Tracking System
Project Description:	Design and implement a centralized statewide citation tracking system containing information about a citation from "cradle to grave." Each record in the system should contain information about all actions pertaining to that citation.
Project Director:	Mark Dobek, Director of Judicial Information Systems State Court Administrative Office Michigan Hall of Justice, PO Box 30048 Lansing, Michigan 48909 517-373-8777
Agency:	SCAO
Start:	October 2006
End:	September 2007
Cost:	$500,000 section 408 and $1,657,000 section 163 funds
Purpose:	Centralization of the court disposition segment of the tracking system.
Resource/Needs:	Additional staffing and resources will be assigned to the project to move up the planned implementation date of 2008. The end result would be that the disposition segment would be available sooner for analysis.
Timeline:	October 2006 – September 2007
Impact/Results:	Improved timeliness, accuracy and completeness of citation data with respect to court dispositions.

Year 1 Update:

The implementation of the Judicial Data Warehouse (JDW) was escalated in 2006. The JDW is now implemented in 181 courts in 80 Counties. Grant funding provided for the implementation of all courts in 13 of the 15 Counties in the Upper Peninsula.

New Project/Activity:

Additional grant funding was obtained and is focused on the implementation of the JDW in 74 courts the counties of Ingham, Kent, Macomb, Oakland and Wayne. It is projected by the end of 2007, the only courts not implemented in the JDW will be those courts that are either considering a system change or have no case management system at all.

Users of the JDW also wanted to know about the sanctions associated with traffic and criminal violations. Efforts to analyze and upload the sentencing data elements for case management system providers and Michigan Department of Corrections are underway.

Year 1 Update

#3 Crash Data

Project Title:	Electronic Data Collection
Project Description:	Promote the use of electronic data collection systems including but not limited to: NetRMS, Visual Statement…etc. This includes funding for local infrastructure 'upgrades' such as new computers, servers, wireless networks, GPS units…etc to interface to the states crash records systems
Project Director:	Mary Wichman, Manager Michigan State Police Criminal Justice Information Center Incident Section , 7150 Harris Drive, Lansing, MI 48913 (517) 322-5524
Agency:	MSP/CJIC/MDIT
Start:	October 2006
End:	September 2008
Cost:	$1,100,000 of section 408 funds
Purpose:	Allow agencies to send electronic data for timely and accurate submissions.
Resource/Needs:	Programmers, maintenance, software and hardware.
Timeline:	This will be a multi-year project which will be dependant on funding received.
Impact/Results:	Improved timeliness, accuracy & completeness of traffic crash data

Note: This priority was selected outside of an official assessment recommendation as it was identified as having a large impact to the timeliness, accuracy, completeness and uniformity of crash. This also provides another option in the event an agency does not use the NetRMS solution. The team of Jack Benac, Mary Wichman, Sydney Smith and Steve Schreier met and 'created' this priority and it was reviewed by and agreed upon by the TRCC.

Year 1 Update:

Project plans are being developed to provide a "mini" call for projects from all local agencies. Anticipated start date is April 1, 2007.

Year 1 Update

#4 Crash Data

Project Title:	CPR Phase 6 (Now called Release 6)
Project Description:	Define and implement a 'Phase 6' of the CPR project to capture some of the 'parking lot' issues such as creating a sanitized crash form, enhanced crash mapping capabilities and improved data analysis tool capabilities.
Project Director:	Jack Benac, Project Manager Michigan Department of Information Technology 425 West Ottawa, Lansing, 48909 517-335-2975
Agency:	MSP/CJIC/MDIT
Start:	October 2006
End:	September 2008
Cost:	$400,000 of section 408 funds
Purpose:	Continue improving the Traffic Crash Reporting System to meet reporting and law enforcement needs.
Resource/Needs:	Programmers
Timeline:	This will be a multi-year project which will be dependant on funding received.
Impact/Results:	Improved timeliness, accuracy and completeness of traffic crash data.

Year 1 Update:

The project scope has been defined, foundation work has begun with an anticipated project completion date of late summer 2007.

Year 1 Update

#5 Roadway Data

Project Title:	State Inventory Collection
Project:	Conduct facilitated sessions to capture business requirements for the collection of roadway features inventory information on a statewide basis.
Project Director:	Ron Vibbert, Manager, Asset Management Section, Bureau of Transportation Planning, Michigan Department of Transportation PO Box 30050, Lansing, MI 48909 Phone: (517) 373-9561
Agency:	MDOT
Start:	TBD (see comment below)
End:	TBD (see comment below)
Cost:	$75,000 of section 408 funds
Purpose:	Develop enterprise Roadway Features business requirements, a plan for collecting, maintaining, and integration. The facilitated sessions will provide short and long term plans and cost estimates.
Resource/Needs:	Facilitator, a resource to document session and produce the requirements report.
Timeline:	October 2006 to April 2007.
Impact/Results:	The State would be able to identify coordinated data system projects addressing the most critical needs.

Note: This priority is directly related to assessment recommendations 1-3. MDOT and the local road commissions need to sit down and collectively agree on the 'definitions' of roadways and determine the required elements to capture and report upon.

Year 1 Update:

A guardrail inventory for the state trunk-line system was completed in 2006. This includes a list of guardrail attributes, including Physical Road referencing and GPS coordinates. The inventory is presently stored, in an Oracle Spatial database in "development" mode. It will be moved to production when MDOT completes its transition to Oracle 10g, which more fully implements spatial characteristics. Also underway are inventories for culverts, freeway lighting, and soil borings/corings, inventories for the state's bridges has been available for over a decade, and are continuously being updated. Billboard software is being developed under our permit program. The Maintenance Activity Reporting System (MARS) was also updated in 2006 for the trunk-line system.

At this point in time there has not been enough interest or urgency to conduct a facilitated session as described above.

Year 1 Update

#6 Driver/Vehicle Data

Project Title:	MDOS Business Application Modernization (BAM) project.
Project:	Completion of the MDOS Business Application Modernization (BAM) project to replace the existing mainframe legacy system. The initial two phases of the project are complete. The first component of Phase 3 began in the Fall of 2005 and includes interfaces with the many entities involved in the driver license application process. The second phase covers vehicle records. The last phase running through 2010 involves the driver history component (crashes, convictions, actions.)
Project Director:	Rose Jarois Michigan Department of State (MDOS) 517-335-6576
Agency:	MDOS
Start	October 2005
End:	December 2010
Cost:	No Section 408 funding is being requested. $800,000 of section 163 funds is being provided to support this project. The remainder of the project is being funded by State of Michigan general funds and other grants.
Purpose:	To continually improve customer service using innovation and new technology. Also, ensure the integrity of driver and vehicle data and enhance driver safety.
Resource/Needs:	Programmers, software and hardware.
Timeline:	October 2005 to December 2010.
Impact/Results:	Improved timeliness, accuracy, availability and completeness of driver/vehicle data.

Note: This priority is part of the larger project commonly referred to as BAM. In essence BAM is replacing the existing mainframe legacy system with a modern client/server infrastructure. The 163 funds referenced here are being used to make the necessary system changes to allow for 10-day processing and posting of all citation convictions as mandated by MCSIA regulations.

Year 1 Update:

- The functional requirements and business rules of Phase 3A (driver license application process) of BAM are completed. Data cleansing of the existing driving records for migration to BAM is ongoing. Coding is underway. System integration testing begins in February 2007. *Funding for this project was increased by $125,000 to include additional functionality and training.*

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TRCC Strategic Plan Project Summaries

TRCC Strategic Plan Project Summary						
Project	Funding Type(s)	Funding Amount	Year	Start Date	End Date	Status
MDOS Mainframe Update(s)	163	$925,000	1	10/1/2005	9/30/2007	In Process
SCAO Judicial Data Warehouse	163, 408	$2,157,000	1	10/1/2006	9/30/2007	In Process
Electronic Data Capture	406	$1,000,000	1	2007	TBD	Under Review
CPR Release 6	406, 408	$600,000	1	2007	9/30/2007	In Process
UD-10/Traffic Records Trainer	406	$124,000	1	2007	TBD	Under Review
TCF Expansion	402	$190,000	1	10/1/2006	9/30/2007	In Process
EMS DB	163, 408	$500,000	1	2006	TBD	In Process
EMS Assessment	402	$25,000	1	2006	6/1/2007	In Process
State Roadway Inventory Collection	408	$75,000	1	TBD	TBD	NOT ACTIVE
Trauma DB	406	$900,000	TBD	TBD	TBD	Year 1 Proposed
BAM - Participation in NMVTIS	406	$370,000	2	6/1/2007	1/1/2009	Year 2 Requested
Mapping Non Traffic Fatals	408	$300,000	2	10/1/2007	9/30/2008	Year 2 Requested
Criminal History Records Link	408	$225,000	2	10/1/2007	9/30/2008	Year 2 Requested
MAC Code Conversion	408	$195,000	2	10/1/2007	9/30/2008	Year 2 Requested
Electronic Data Capture	408	$1,000,000	2	10/1/2007	9/30/2008	Year 2 Requested
EMS Database Training	408	$140,000	2	10/1/2007	9/30/2008	Year 2 Requested
BAM - Enhancement to MSP Image Retrival Process	408	$310,000	2	6/1/2007	1/1/2009	Year 2 Requested
BAM - Link Customers to Vehicles	408	$615,000	2	6/1/2007	2/1/2008	Year 2 Requested

TOTAL Year 1 408 Project Funding	**$1,253,000**
TOTAL Year 1 Project Funding	**$5,596,000**

TOTAL Year 2 Project Funding Requested	**$2,785,000**

Year 1 Update
Year 2 Project Priorities

Based upon the projects and activities identified in the Emphasis Area Section, the TRCC selected the following priorities, based upon a consensus by the Committee, that these projects will have the greatest impact on the timeliness, accuracy and completeness, uniformity, integration and accessibility of traffic records data and should be given the most attention and action in the coming 5-year period. No priority or consideration was given to a project based on the amount of funding requested.

#1 Electronic Data Capture

Project Title:	Electronic Crash Data Capture and Submission
Project Description:	Currently the Michigan State Police (MSP), Criminal Justice Information Center (CJIC) is statutorily responsible for maintaining the state central repository for crash records. Over 600 Michigan law enforcement agencies submit crash reports (UD-10) for each crash that occurs on a public roadway in Michigan. This process results in more than 400,000 crash reports annually. In the past 5-years the entire crash system has been updated through a project called Crash Process Redesign (CPR). System changes have included but are not limited to: ability to accept crash reports electronically, development of a Web based crash reporting tool, improved processing efficiencies at CJIC, and improvements in crash locating. Even though the system has the ability to receive crash report data electronically, the majority of law enforcement agencies submit their reports on paper (4 percent submitted electronically and 96 percent submitted on paper). Electronic processing of crash reports provide significant benefits in improved data quality, timeliness, consistency, and completeness as well as processing efficiencies. However, local law enforcement agencies experience significant technical and financial barriers in moving to automated crash processing systems. MSP-CJIC is interested in promoting electronic crash data submission though a series of OHSP funded pilot projects to assist law enforcement agencies and consortiums in overcoming electronic crash processing barriers.
Project Director:	Jack Benac
Agency:	MDIT
Start:	10/1/07
End:	9/30/08
Cost:	$1,000,000
Purpose:	Provide law enforcement agencies with the resources (hardware and software) to implement an electronic data capture and submission solution within their agency
Resources Needs:	TBD
Timelines:	October 2007-September 2008
Impact/Results:	Law enforcement agencies capture and submit crash information electronically which increases the overall quality and availability of crash information that is used by multiple traffic safety partners.

Year 1 Update

#2 Vehicle/Driver Data

Project Title:	Business Application Modernization (BAM) – Enhancement to MSP Image Retrieval Process
Project Description:	The Michigan Department of State (MDOS) is in a 5 year development project that reengineers and redesigns all MDOS business processes and associated technical infrastructure. During an upcoming phase with BAM and with changes to the existing digital driver license contract, it is anticipated that the current method of obtaining images for Michigan State Police (MSP) will need to be reengineered and redesigned to accommodate the future technical design within BAM. The new technical design is creating a customer-centric focus – and linking all information related to a customer for easier access and higher data quality. The redesign entails linkage of images, identity documents (that will be scanned), vehicles, watercraft, and all DOS associated business to an individual client record. The upcoming changes will eliminate the need to have an outside independent server that houses images. Currently MSP requires an interface to the image server. This project allows for the planning, proper design, and implementation of required changes to link MSP to the new customer-centric file appropriately
Project Director:	Rose Jarois
Agency:	Michigan Department of State
Start:	June, 2007
End:	January, 2009
Cost:	$310,000
Purpose:	To improve process for timely data collection and sharing of customer centric files. LEIN will be able to review and send images and other MDOS data to locals.
Resources Needs:	IT Resources for design, testing, implementation.
Timelines:	- 6/2007 Project Initiation/Kickoff - 9/2007 Project Plan Finalized (staffing requirements identified) - 2/2008 Design and Requirements Finalized/Sign-off - 10/2008 User Acceptance Testing - 1/2009 Implementation
Impact/Results:	- Timely access to real time updated information - Additional data elements potentially, including (if applicable by law) identity document - Enhancement to image retrieval process

Funding will be utilized to work with MSP/LEIN to develop appropriate data and image retrieval system. MSP will need to review changes to their image access file given upcoming changes in BAM and the driver license contract.

#3 EMS Database Training

Project Title:	EMS Database Training
Project Description:	Secure a contractor to administer EMS provider with training on how to use the new EMS information system currently under development
Project Director:	Robin Shively
Agency:	MDCH
Start:	10/1/07
End:	9/30/08
Cost:	$140,000
Purpose:	Ensure all EMS providers are trained and using the 'New' EMS information system
Resources Needs:	A vendor will be secured to provide training on the EMS information system
Timelines:	October 2007-September 2008
Impact/Results:	All EMS providers are imputing information into the EMS information system and the MDCH and other safety partners are able to query and analyze this compiled information to make critical program decisions

#4 Vehicle/Driver Data

Project Title: BAM – Link Customers to Vehicles

Project Description: The Michigan Department of State (MDOS) is in a 5 year development project that reengineers and redesigns all MDOS business processes and associated technical infrastructure in the Business Application Modernization (BAM) system. During an upcoming phase with BAM, this project will plan/design for linking all vehicle records related to a single/same client customer to a client customer centered record in the MDOS BAM system environment. The unique identifiers will be able to point in both directions (vehicle to customer & customer to vehicle). The plan objectives are:

1) Develop a physical and logical data model that will continue the focus on a customer-centric file and link customers to vehicles. This would align, where feasible to federal programs, including AAMVA/NMVTIS, CDLIS, Law Enforcement/Courts, etc.

2) Develop a data migration plan. This would identify and prioritize all vehicle data cleansing items to ensure the project goal of linking vehicles to a customer can be accomplished and identify and prioritize all data migration tasks and activities.

3) Develop the process to link customers to their vehicles. This includes a) identifying the mechanism/methodology that can locate vehicles to be associated with individual customers and businesses, specifically by associating customer numbers (driver licenses/IDs) and validating the customer number to the BAM system; b) define and scope methodology to be utilized to link vehicles to customers;

c) design implementation strategy/methodology to associate customers, including businesses to vehicles prior to implementation.

Project Director: Rose Jarois
Agency: Michigan Department of State
Start: April, 2007
End: February, 2008
Cost: $615,000
Purpose: To improve process for timely data collection and sharing of customer centric files. The plan to link all vehicle records to a single/same client customer would help align the MDOS BAM system environment to federal programs, law enforcement, and courts and enhance our statewide information sharing abilities. This plan would also enhance our statewide surveillance and detection capabilities by linking all vehicles (private and non-private owned cars, motorcycles, trucks, busses, utility trailers, watercraft, snowmobiles and other recreational vehicles) to a single customer number (driver licenses/IDs).
Resources Needs: IT Resources for design, testing, implementation.
Timelines:
- 4/2007 Project Initiation
- 11/2007 Process for Linkage Finalized
- 12/2007 Physical & Logical Data Models
- 2/2008 Data Migration Plan

Impact/Results: This project is expected to improve the accuracy and completeness of Michigan driver and vehicle records data collection and reporting.

- Timely access to updated vehicle and customer information
- Ability to point and identify in both direction (customer to vehicle/vehicle to customer)

#5 Mapping Non Traffic Fatals

Project Title: Storage and Mapping of Non-traffic Vehicle Fatalities and/or Crimes Involving a Motor Vehicle.
Project Description: This request is to allow MSP to provide mapping of incidents involving a motor vehicle (not reported as crash), non-traffic fatalities or injury crashes and citations associated with traffic crashes.

The Michigan State Police collect records on various types of crimes, arrests, and traffic-related incidents. Crime types include: aggravated assault, arson, commercial burglary, homicide, malicious mischief/vandalism, rape, residential burglary, robbery, sex crimes other than rape, simple assault, theft, vehicle break-in, and vehicle theft. Arrest and citation types include: moving and non-moving traffic violations, curfew violation, deadly weapon possession, drunk in public, narcotics, prostitution, and truancy. Traffic-related incident types include: motor carrier violations, driving under the influence of alcohol and/or drugs and crashes with PD over $1000 or involving an injury or fatality.

Year 1 Update

We currently have a statewide mapping system for crashes but as we move toward a complete traffic records system, mapping must include other record types as well.

New initiatives concerning motor vehicles include:
1. The "Not in Traffic Surveillance" (NiTS). This initiative requires FARS analysts to provide to NHTSA all non-FARS cases that involve the following:

- Vehicles backing over pedestrians and pedal cyclists in driveways and parking lots
- Other fatal crashes on private roads, driveways, and parking lots
- Carbon monoxide poisoning
- Excessive heat
- Power window strangulation.

In recent years, safety advocates have raised questions about the number of these incidents, particularly those involving children. In response, Congress has instructed NHTSA to begin collecting information about crashes that occur on nonpublic roads, driveways, and parking facilities as well as non-crash incidents involving motor vehicles that result in injury or fatality. Since these crashes are non-traffic, a crash form will not be submitted. Instead, these incidents will be collected in an agency's record management system.

2. Integration/linkage of citations into the Traffic Crash Reporting system. MSP is working toward a true traffic records system by linking to the court data for statewide citation information.

The above initiatives linked with mapping of those records and other traffic related incidents from the statewide MICR system would help to provide an accurate picture of enforcement and community needs around the state and would improve and strengthen the MSP.

Project Director:	Mary Wichman	
Agency:	MSP-CJIC	
Start:	10/1/08	
End:	9/30/08	
Cost:	Provide mapping data of incidents to law agencies:	$255,000
	Server and support for 1 year:	$ 35,000
	Service to CGI:	$ 20,000
	TOTAL:	$300,000
Purpose:	To provide mapping on incidents that are non-traffic vehicle fatalities and/or reportable crimes involving a motor vehicle (negligent homicide and manslaughter, including felony death by	

	drunk driving, negligent homicide with vehicle, hit and run with a motor vehicle and OUI of Liquor or Drugs)
Resources Needs:	1. CGI to provide address layer 2. Vendor or DIT resource to provide application utilizing TCMS, TCLS, MICR data and a means to load non-traffic crash data 3. DIT web resource to link mapping to the TCRS web. 4. Project Manager from CJIC to coordinate project.
Timelines:	Start: October 1, 2007 Alternative pricing: November 30, 2007 Determination of Alternatives: December 30, 2007 DIT or Contractor under contract: March 30, 2008 Coding: April1, 2008 Integration testing complete: September 1, 2008 Acceptance testing complete: September 25, 2008 Implementation: September 30, 2008
Impact/Results:	All non-traffic fatality incidents involving a motor vehicle will be mapped and the information will be made available for research and analysis needs

#6 Criminal History Records Link

Project Title:	Traffic Crash and Criminal History Link.
Project Description:	Utilizing the Criminal History Records (CHR) system to show the link between what Law Enforcement arrests a traffic offender for and the ultimate sanction that is applied to that offender.
Project Director:	Chad M. Canfield, Manager Criminal History Unit Criminal Justice Information Center-Criminal Records Division Michigan Department of State Police 7150 Harris Drive, Lansing, MI 48913 Phone (517) 322-5459
Agency:	MSP
Start:	October 2007
End:	September 2008
Cost:	$225,000 of Section 408 funds
Purpose:	Develop a series of reports and database queries that allow the link between the Traffic Arrest data contained in the CHR and the other criminal justice data systems i.e. The Judicial Data Warehouse (JDW) to be explored.
Resources Needs:	An Enterprise Software License to allow access to select crash data users as well as the services of a professional to develop the queries.
Timelines:	October 2007 – September 2008
Impact/Results:	Improved ability to analyze the relationship between Crashes and the action taken by law enforcement at the time of the incident.

Year 1 Update

#7 MAC Code Conversion

Project Title:	MAC Code Conversion
Project Description:	Modify the Criminal History Record (CHR) system to allow Michigan Arrest Codes (MAC) to show on the arrest segment. This modification will provide an analyst with a much clearer picture of what a person involved in a traffic offense was charged with by the arresting officer.
Project Director:	Chad M. Canfield, Manager Criminal History Unit Criminal Justice Information Center-Criminal Records Division Michigan Department of State Police 7150 Harris Drive, Lansing, MI 48913 Phone (517) 322-5459
Agency:	MSP
Start:	October 2007
End:	September 2008
Cost:	$195,000
Purpose:	Improve the ability of the Law Enforcement community to report specific arrest data to the CHR instead of a standardized code. i.e. 5400 Traffic Offense they will be able to report any one of the more than 50 traffic related MAC codes.
Resources Needs:	Funding will provide programming staff augmentation for either the Department of Information Technology or a Vendor to make the required modifications to the system.
Timelines:	October 2007-September 2008
Impact/Results:	Improved ability to analyze the relationship between Crashes and the action taken by law enforcement at the time of the arrest incident.

Year 1 Update

DUE TO THE NATURE OF THIS PROJECT WE WILL NOT BE ASKING FOR DEDICATD 408 FUNDING IN THIS APPLICATION

Vehicle/Driver Data - 3

Project Title:	*BAM – Participation in the National Motor Vehicle Title Information System (NMVTIS).*
Project Description:	*The Michigan Department of State (MDOS) is in a 5 year development project that reengineers and redesigns all MDOS business processes and associated technical infrastructure. During an upcoming phase of BAM, it is anticipated that the state will participate in the National Motor Vehicle Title Information System* (NMVTIS). The process will consist of establishing operational and workflow standards; integrating the Michigan titling application with the NMVTIS system; and providing title (VIN, make, model year, etc..), brand (vehicle condition), and theft data to AAMVA for inclusion in the NMVTIS central database.*
**NMVTIS is an information system that allows jurisdictions to instantly and reliably verify the titling, theft, and damage history of a vehicle. It was developed by the American Association of Motor Vehicle Administrators (AAMVA). AAMVA provides the infrastructure and implementation support for NMVTIS.*	
Project Director:	*Rose Jarois*
Agency:	*Michigan Department of State*
Start:	*June, 2007*
End:	*January, 2009*
Cost:	*$370,000*
Purpose:	*Customer Service/Law enforcement agencies will be able to review driver/vehicle information and do investigations/notifications at local and national levels.*
Resources Needs:	*IT Resources for design, testing, implementation.*
Timelines:	*- 6/2007 Project Initiation/Kickoff* *- 9/2007 Project Plan Finalized (staffing requirements identified)* *- 2/2008 Design and Requirements Finalized/Sign-off* *- 10/2008 User Acceptance Testing* *- 1/2009 Implementation*
Impact/Results:	*This will allow law enforcement agencies to* • *Perform online theft inquiries,* • *Analyze theft and fraud data* • *Send online theft notifications.* *It will also reduce the volume of fraudulently obtained titles, thus making it harder for terrorists to use stolen or brand washed vehicles*

Appendix

Year 1 Update

Appendix A

Charter

Mission

Improve the quality, timeliness and availability of crash related data, information and systems to enable stakeholders and partners to identify and resolve traffic safety issues

General Information

1. Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing agencies, and motor carrier agencies.

2. The TRCC is an Action Team located under the Governors Traffic Safety Advisory Commission (GTSAC).

3. Provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.

4. Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of highway safety data and traffic records systems.

5. Represent the interest of the agencies and organizations within the traffic records system to outside organizations.

6. Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.

7. Facilitate and coordinate the linkage of systems within the state, such as systems that contain crash related medical and economic data with traffic crash data.

8. Form sub-committees and action teams as appropriate.

9. The TRCC will not adopt any formal policy or rules intended to impose authority on any group, agency or individual.

10. Within the TRCC there shall exist an 'Executive Committee'.

11. Within the TRCC there shall exist a Crash Data User Group (CDUG) which will operate under the following guidelines:
    - The CDUG's vision, mission and goals must relate back to the TRCC in function, form and definition
    - The CDUG will conduct meetings as needed to review and document current or future crash data issues and identify potential solutions to these issues
    - The CDUG will bring documented issues and potential solutions before the TRCC for review, discussion and possible action

12. The TRCC Chair will keep the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings.

13. Create and monitor a Traffic records System Strategic Plan that:
    - addresses existing deficiencies in a State's highway safety data and traffic records system
    - specifies how deficiencies in the system were identified
    - prioritizes the needs and set goals for improving the system
    - identifies performance-based measures by which progress toward those goals will be determined
    - Specifies how the State will use section 408 and other funds of the State to address the needs and goals identified in its Strategic Plan.

Executive Committee

The 'Executive Committee' will be comprised of:

- *Michigan Department of State Police*
- *Michigan Department of State*
- *Michigan Department of Transportation*
- *Michigan Department of Community Health*
- *Michigan State Courts Administration Office*
- *Michigan Office of Highway Safety Planning*

Each member shall have the authority to authorize changes of/expend agency funds to support the Michigan Traffic Records System.

The Executive Committee shall appoint a committee chair on an annual basis who will serve as chair for both the Executive Committee and the general TRCC body

Appendix B

Traffic Records Assessment –Executive Summary

In mid-2004 the Office of Highway Safety Planning (OHSP) requested that the National Highway Traffic Safety Administration (NHTSA) facilitate a traffic records assessment. NHTSA proceeded to assemble a team of traffic records professionals representing the various disciplines involved in a state traffic records system. Concurrently the OHSP carried out the necessary logistical and administrative steps in preparation for the onsite assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and Trauma data systems) conducted the assessment October 11 to 15, 2004.

The scope of the traffic records assessment included all of the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

The official crash file is managed by the Criminal Justice Information Center (CJIC) of the MSP. The file contains records of all traffic crashes involving a fatality, an injury or property damage of at least $1,000. Although several presenters, especially those representing local jurisdictions, commented on the difficulty and delay in getting crash data from the state system, there was general acknowledgement that much progress has been made. One of the major improvements is the establishment of an Internet access tool that provides retrieval and analysis capabilities for local law enforcement agencies. This capability was extended to non-law enforcement users in January 2005.

The most significant initiatives being pursued are (1) the Crash Process Redesign (CPR) project which permits acceptance of electronically transmitted crash data by CJIC and (2) the Internet Remote Management System (NETRMS) which includes field data collection and management of crash data. The NETRMS crash module will soon be tested at 10 sites, including 5 MSP districts and 5 local agencies. The agencies that currently are prospects for sending crash reports electronically (MSP and several large sheriffs' departments and city police agencies) comprise as much as 60% of all crash reports in the state. The state expects the crash module of NETRMS to be operational in the fall of 2005. This will provide more timely, accurate and complete crash data for the highway safety stakeholders throughout Michigan and the Office of Highway Safety Planning in particular.

It must be noted that Michigan is one of the few states that provides uniform location data on all of its crash records. Most states are able to identify crash locations accurately for those crashes occurring on state roadways but location coding for local roads is very unreliable and generally not useful to local jurisdictions. In Michigan, all

crash records are processed through a software package that converts the location description entered by the investigating officer to a standard location code.

Currently there are no statewide data on traffic citations and their subsequent dispositions to analyze the effectiveness of the state's enforcement of traffic laws and to ensure the integrity of citation processing from issuance to the capture of conviction information in the driver file. Consequently there is no citation tracking system as called for in the Advisory. Although the State Court Administrative Office (SCAO) has provided a case management system (Justice Information System or JIS) to many of the courts, there are a large number who are operating different independently procured systems. The SCAO is planning to establish a statewide judicial data warehouse to serve as a central database of all citations. SCAO staff recognize that the effort to create the data warehouse will be complicated by the existence of the numerous and diverse systems.

The policies and operations of the driver file are impressive. For example, all crash involvements are recorded regardless of fault. Also, unlike many states, traffic convictions posted to the driver history record contain not only the conviction but also the original charge. It is also noteworthy that 98% of all conviction abstracts from the courts are received electronically. Further, Michigan is one of the few states to incorporate driver histories from previous states of record.

There is no statewide Injury Surveillance System. Neither statewide EMS nor trauma data are being captured. These missing components of a comprehensive traffic records system prevented the state from qualifying to become a CODES state.

Although the state has a functioning Traffic Records Coordinating Committee, it does not presently provide the type of oversight, support and guidance necessary to move the state towards a fully integrated, statewide traffic records system. It further lacks representation from two major partners: the EMS and trauma community and the state's judiciary. **This issue was addressed in the spring of 2005 as invitations were sent to the Department of Community Health and the State Court Administration Office to join the TRCC.**

Appendix C

Acronyms

Acronym	Definition
AASHTO	American Association of State Highway and Transportation Officials
BAM	Business Application Modernization
CJIC	Criminal Justice Information Center
CODES	Crash Outcome Decision Evaluation System
CPR	Crash Process Redesign
DLN	Drivers License Number
EMS	Emergency Management System
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
GTSAC	Governor's Traffic Safety Advisory Commission
HIPPA	Health Insurance Portability and Accountability Act
ITE	Institute of Transportation Engineers
JDW	Judicial Data Warehouse
JIS	Justice Information System
NETRMS	Internet Remote Management System
LEL	Law Enforcement Liaison
MARS	Maintenance Activity Reporting System
MDCH	Michigan Department of Community Health
MDE	Michigan Department of Education
MDIT	Michigan Department of Information Technology
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MSP	Michigan Department of State Police
MIEMSIS	Michigan Emergency Medical Services Information System
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
NCHRP	National Cooperative Highway Research Program
NEMSIS	National EMS Information System
NetRMS	Internet Records Management System
NHTSA	National Highway Transportation Research Administration
NMVTIS	National Motor Vehicle Title Information System
OHSP	Office of Highway Safety Planning
PDO	Property Damage Only
PSA	Public Service Announcement
RMS	Records Management System
SCOA	State Court Administrative Office
SEMCOG	Southeast Michigan Council of Governments
TCLS	Traffic Crash Location System
TCPS	Traffic Crash Purchasing System
TCRS	Traffic Crash Reporting System
TRAMS	Transportation Reporting and Mapping System
TRCC	Traffic Records Coordinating Committee
VIN	Vehicle Identification Number

Year 1 Update

Appendix D

Current Membership

Name	Expertise	Organization
Darrell Archambault	Motor Carrier Officer	Michigan Department of State Police
Jack Benac	Project Manager	Michigan Department of Information Technology
❖ **Mark Bott**	**Traffic Engineering**	**Michigan Department of Transportation**
Tom Bruff	Data/Engineering	SEMCOG
❖ **Fred Bueter**	**Director, Document Services Division**	**Michigan Department of State**
Charlie Compton	Crash Data Analysis	UMTRI
Tim Cotter	Commercial Motor Vehicles	FMCSA
Doug Couto	Manager	Michigan Department of Information Technology
Jim Culp	Traffic Engineering	Michigan Department of Transportation
Bob DeCorte	Engineering	Traffic Improvement Association of Michigan
Steve Duke	MPO/Data	Region 2 Planning Commission
Kathy Farnum	Manager	Office of Highway Safety Planning
Kathleen Haines	Health	Michigan Department of Community Health
Kim Henderson	Project Facilitation	Michigan Department of Transportation
John Hubinger	EMS/Trauma	Michigan Department of Community Health
Tim Kangas	EMS/Trauma	Michigan Department of Community Health
Dale Lighthizer	Traffic Engineering	Michigan Department of Transportation
Kit Marks	Administration	Michigan Department of Transportation
Brian Mohr	GIS/Data	SEMCOG
Dave Morena	Traffic Engineering	Federal Highway Administration
Thad Peterson	Traffic Enforcement	Michigan Department of State Police
❖ **Michael Prince**	**Division Director**	**Office of Highway Safety Planning**
Linda Scarpetta	EMS/Trauma	Michigan Department of Community Health
Steve Schreier	Roadway Safety	Office of Highway Safety Planning
❖ **Diane Sherman**	**Director-CJIC**	**Michigan Department of State Police**
❖ **Robin Shively**	**Manager EMS &Trauma Services**	**Michigan Department of Community Health**
Sydney Smith	CJIC Data Operations	Michigan Department of State Police
Rob Surber	GIS	Michigan Department of Information Technology
Ron Vibbert	MDOT Planning	Michigan Department of Transportation
❖ **Mark Dobek**	**Director of Judicial Information Systems**	**State Court Administrators Office**
Mary Wichman	CJIC Data Operations	Michigan Department of State Police
❖ **Executive Committee**		

Year 1 Update
Appendix E

Signature Page

Fred Bueter — 5-10-07

Fred Bueter — **Date**
Michigan Department of State
Director, Document Services Division

Mark Bott — 5-10-07

Mark Bott — **Date**
Michigan Department of Transportation
Manager, Traffic Safety Engineering

M. Dobek — 5-10-07

Mark Dobek — **Date**
State Court Administrators Office
Director of Judicial Information Systems

5-10-07

Michael Prince — **Date**
Office of Highway Safety Planning
Division Director

Diane L. Sherman — 5-10-07

Diane Sherman — **Date**
Michigan Department of State Police
Director, Criminal Justice Information Center

Robin M. Shively — 5-31-07

Robin Shively — **Date**
Michigan Department of Community Health
Manager EMS &Trauma Services Section

TRCC TRAFFIC RECORDS COORDINATING COMMITTEE
10/30/2007
67
GTSAC